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nion of the country immediately upon the coast line. That portion of it, however, which lies between Cape Riche and King George's Sound is, I believe, already too well known to require any further examination.

"On the 2nd June we had met with a French whaler, the *Mississippi*, of Havre, commanded by Captain Rossiter. To this gentleman I am much indebted for the very kind and hospitable reception I experienced during a residence of twelve days on board, whilst my horses were recruiting after their severe toils, and for the very liberal manner in which I was furnished with supplies for prosecuting my journey to King George's Sound. At the latter place I arrived on the 7th July instant, after having travelled over an extent of country which, from sinuosities of the coast line and other obstructions, has exceeded upwards of 1040 miles in distance from Fowler's Bay; and for the last 590 miles of which I was unaccompanied by any but a native of King George's Sound, known by the name of Wylie, and whom I would respectfully recommend to his Excellency the Governor, as deserving of the favour of the Government, for services rendered under circumstances of a peculiarly trying nature. I have omitted to state that, during the progress of our journey, we met with very few natives, and these, for the most part, are timid but well disposed. The language spoken by them is exactly similar to that of the natives of King George's Sound as far as the promontory of Cape le Grand; and this similarity may probably extend to the commencement of the Great Cliffs, in about longitude $124\frac{1}{2}$ E. A little beyond this point the language is totally different, and the boy Wylie could not understand one word of it.

“EDWARD JOHN EYRE.

“Albany, July 26th, 1841.”

II.—*Map of the Route from Tajurrah to Ankober: Letter from Dr. BEKE.*

To Colonel Jackson.

DEAR SIR,—In my letter of the 3rd of March, 1841, to your predecessor, Captain Washington, announcing my arrival in Shwa, as published in the last volume of the Society's Journal (vol. xii., p. 84), appears the following passage:—"I flatter myself that the Map of Captain Harris, and the Table of Observations I now forward you, will be allowed to be a valuable addition to the geography of Africa. When I get my notes in order you shall have a number of bearings, and also, perhaps, some slight alterations and additions to the map; but I apprehend it is on the whole pretty correct." To which passage is appended the following note by the Editor of the Journal:—"Along with Dr. Beke's letter was received a copy, made in the Chief Engineer's Office,

Bombay, of the 'Map of the Route from Tajurrah to Ankóber, of the Mission under Captain Harris to the Court of Shoa, 1841 : surveyed by Assistant-Surgeon R. Kirk and Lieut. Barker, I.N.'"

I have not my original letter to refer to, nor do I recollect the precise expression in my letter with respect to the map accompanying it.* But this map, instead of having been prepared by Messrs. Kirk and Barker, was the result of my own personal observations, and prepared by myself alone, the original, dated Angolalla, the 27th February, 1841, now in the archives of the Royal Geographical Society, having been transmitted to Captain Haines, the political agent at Aden, in order that a copy of it might be made for the use of the Mission to Shoa, on their road up from Tajurrah ; which copy was made accordingly, it having been shown me by Mr. Kirk at Ankóber, subsequently to the arrival of the Mission there in August, 1841.

I can, however, well understand how "the map of Captain Harris" came to be alluded to in my letter *as printed in the Journal*. This letter was of course not printed until several months after it was received, and whilst it was passing through the press, Mr. Kirk's Journal, contained in a subsequent portion of the same volume (p. 221), was received, and *with it* the Map of Messrs. Kirk and Barker ; which being thus before the eyes of the Editor of your Journal was unintentionally referred to by him instead of mine.

The mistake in itself is of no great moment ; and the chief reason for noticing it, and requesting it may be rectified, is, that I may not appear to disparage the labours of *others* in speaking of my making "alterations and additions to the map," and that "I apprehend it is on the whole *pretty* correct." This I was quite warranted in saying of my own work, but certainly not of that of two officers like Messrs. Kirk and Barker, with whom I do not pretend to place myself in competition, and whose map, I am persuaded, corrects the imperfections of mine.

I am, dear Sir,

Yours most faithfully,

CHAS. F. BEKE.

Walsingham Place, Kennington Road, Lambeth,
30th October, 1843.

* The precise expression was, "I expect without vanity that the communication you will receive from Captain Harris at the same time with this (the map, and note of observations) will be looked upon as a valuable addition to the geography of Africa," &c. But when the papers for the Geographical Society's Journal were put into the hands of the present editor, the only map of the Route from Tajurrah to Ankóber he received was a copy of that of Captain Harris, which he accordingly believed to be the map referred to by Dr. Beke. Hence the error which that gentleman explains in the preceding letter, and which the editor is anxious to rectify.

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ILLUSTRATIONS.

Map of the Country between Liverpool Plains and Moreton Bay. By Commander H. G. HAMILTON, R. N.

Map of the Southern Ural. Communicated by R. I. MURCHISON, Esq.

Map of the Countries South of Abyssinia. By Dr. CHARLES BEKE.

ERRATUM.

Page 182, note.—For Captain *Harris* read *Haines*. The mistake is obvious, for Captain Harris was not nominated in India to the Shoa mission till after Dr. Beke had transmitted his map of that country.